

## **Appendix H. Public Meeting Information**

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**Maricopa County Department of Transportation**

# **WE NEED YOUR INPUT**

## **SR Loop 303**

### **Design Concept Report**

#### **Indian School Road to Clearview Boulevard and Environmental Assessment I-10 to US 60**

Public Open House 5:00 p.m. - 7:00 p.m.

Presentation 6:00 p.m.

Tuesday, June 19, 2001

Dysart High School, 11405 North Dysart Road, El Mirage

**SR Loop 303 Hotline: (602) 977-1141**

Maricopa County Department of Transportation (MCDOT) **RightRoads Program** is hosting an open house meeting to gather public input about future improvements to SR Loop 303 from Indian School Road to Clearview Boulevard and the Environmental Assessment of SR Loop 303 between I-10 and US 60 (Grand Avenue).

This initial "Public Scoping" meeting is the first in a series of three public open houses to be held in the course of the Environmental Assessment, Design Concept Report and Preliminary Design stages.

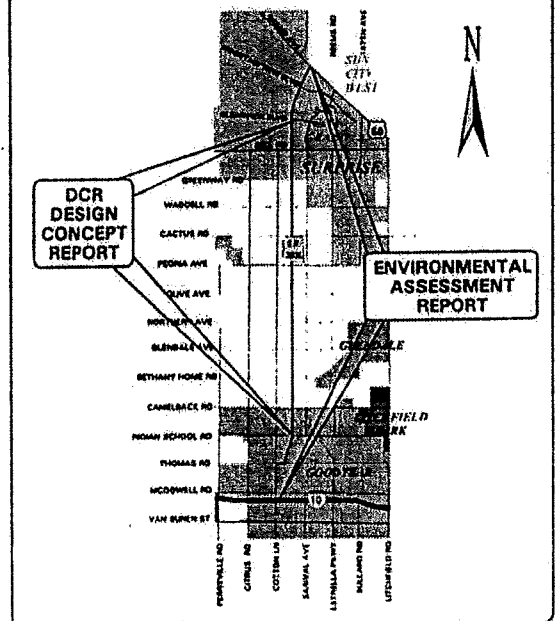
Public comment will be sought throughout the project. Your input during this phase is an integral part of the design concept and environmental process. Please plan to attend and learn more about project goals, help identify potential environmental impacts along the 11-mile corridor and to provide feedback.

Stop by anytime between 5:00 and 7:00 p.m. to speak with MCDOT project team members. A brief presentation will be held at 6:00 p.m.

For more information or to submit comments in writing, contact Sami Ayoub at (602) 506-4662 or write to Ayoub at: MCDOT, 2901 W. Durango Street, Phoenix, Arizona 85009 or e-mail at: SamiAyoub@maricopa.gov. Written comments should be submitted by July 19, 2001.

Any person with a disability may request a reasonable accommodation such as a sign language interpreter by contacting **Roberta Crowe**, 2901 W. Durango Street, Phoenix, Arizona 85009. Phone 602-506-8003 or fax 602-506-4882 to make known their needs and preferences. Requests should be made as soon as possible to allow time to arrange for these accommodations. This notice can be made available in alternative formats or in Spanish by contacting Roberta Crowe.

#### **SR LOOP 303**



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**Maricopa County Department of Transportation**

# **WE NEED YOUR INPUT**

## **SR Loop 303**

### **Design Concept Report**

#### **Indian School Road to Clearview Boulevard and Environmental Assessment I-10 to US 60**

Public Open House 6:00 p.m. - 9:00 p.m.

Tuesday, November 6, 2001

Dysart Elementary School, 11405 North Dysart Road, El Mirage

**SR Loop 303 Hotline: (602) 977-1141**

Maricopa County Department of Transportation (MCDOT) **RightRoads Program** is hosting an open house meeting to gather public input about future improvements to SR Loop 303 from Indian School Road to Clearview Boulevard and the Environmental Assessment of SR Loop 303 between I-10 and US 60 (Grand Avenue).

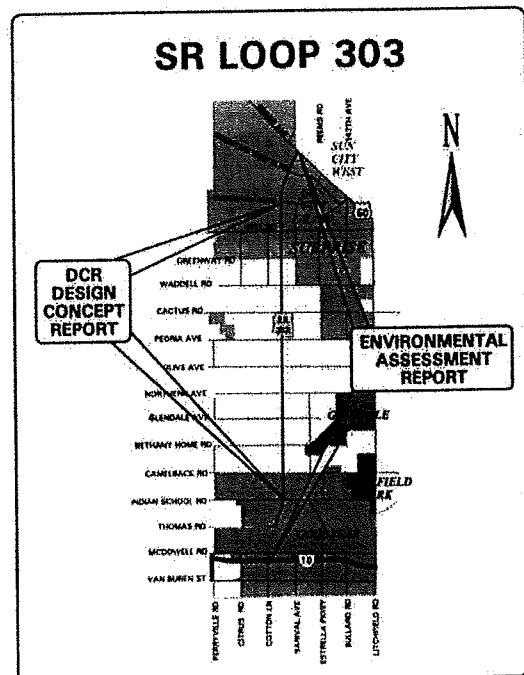
This information meeting is the second in a series of three public open houses to be held in the course of the Environmental Assessment, Design Concept Report and Preliminary Design stages.

Public comment will be sought throughout the project. Your input during this phase is an integral part of the design concept and environmental process. During this meeting, project team members will present "interim" and "ultimate" roadway improvement concepts. Preliminary design and environmental findings will be presented and public comments elicited. Stop by anytime between 6:00 and 9:00 p.m. to speak with MCDOT project team members.

For more information or to submit comments in writing, contact Sami Ayoub at (602) 506-4662 or write to Ayoub at: MCDOT, 2901 W. Durango Street, Phoenix, Arizona 85009 or e-mail at: SamiAyoub@mail.maricopa.gov.

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This project is compliant with NEPA and all related federal laws and regulations and as such, is eligible for federal transportation dollars. In coordination with MCDOT, FHWA is the lead federal agency and ADOT is the lead state agency.



Maricopa County Supervisory District 4,  
Janice K. Brewer, Supervisor

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## MARICOPA COUNTY DEPARTMENT OF TRANSPORTATION

# *We Need Your Input* *SR Loop 303*

## *Design Concept Report and Environmental Assessment*

*I -10 to US 60 (Grand Avenue)*

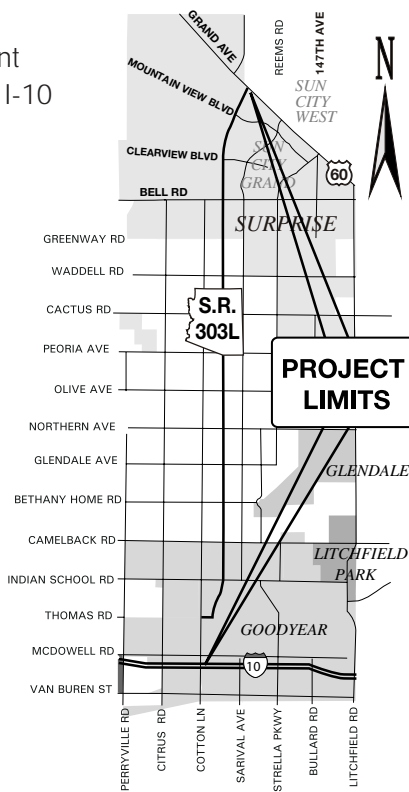
**SR Loop 303 Hotline: (602) 977-1141**

Maricopa County Department of Transportation (MCDOT) **RightRoads Program** is conducting two informational open house meetings to gather public input about conceptual design plans and Preliminary Environment Assessment Findings for SR Loop 303 between I-10 and US 60 (Grand Avenue).

These meetings are the third in a series of three public open houses held in the course of the Environmental Assessment, Design Concept Report and Preliminary Design stages.

Your input during this phase is an integral part of the design concept and environmental processes. Please plan to attend either meeting and learn more about preliminary environmental findings and design concepts for this 16-mile segment of the ultimate freeway corridor.

### SR LOOP 303



Please plan to attend one of following Public Open House Meetings:

5:00 p.m. - 7:00 p.m.

Presentation and Q&A 5:45 to 6:15 p.m.

Monday, May 17, 2004

Millennium High School Cafeteria

14802 W. Wigwam Blvd., Goodyear

(just west of Litchfield Road)

5:00 p.m. - 7:00 p.m.

Presentation and Q&A 5:45 to 6:15 p.m.

Wednesday, May 19, 2004

Willow Canyon High School Cafeteria

17901 W. Lundberg, Surprise

(one mile west of Cotton Lane and  
just south of Bell Road)

Stop by anytime between 5:00 and 7:00 p.m. to speak with MCDOT project team members. A 30 minute presentation and question and answer session will be held at 5:45 p.m.

For more information or to submit comments in writing, contact Sami Ayoub at (602) 506-4662 or write to Mr. Ayoub at: MCDOT, 2901 W. Durango Street, Phoenix, Arizona 85009 or e-mail at: SamiAyoub@mail.maricopa.gov.

Reasonable accommodations may be made available for people with disabilities with a minimum 72-hour notice. For more information on such accommodations, contact Roberta Crowe at (602) 506-8003.



District 4, Supervisor Max Wilson  
[www.mcdot.maricopa.gov](http://www.mcdot.maricopa.gov)



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# SR Loop 303

## I-10 to US 60 (Grand Avenue)

### Design Concept Report/Environmental Assessment

May 19, 2004

#### Project Information

In 1998, insufficient state funding forced MAG to drop SR Loop 303 from the Freeway System Plan. The Maricopa County Department of Transportation (MCDOT) entered into an Intergovernmental Agreement with Arizona Department of Transportation (ADOT) in July 2000 for the operation, maintenance and interim design and construction of SR Loop 303 and to continue the planning and design of the ultimate roadway. MCDOT immediately launched evaluations, design concept and roadway safety studies.

In April 2001 MCDOT began preparing a design concept report (DCR) and Environmental Assessment (EA) for 11 miles of the corridor from Indian School Road to Clearview Boulevard. MCDOT and Flood Control District of Maricopa County (FCDMC) drainage efforts (SR Loop 303 Corridor/White Tanks Area Drainage Master Plan Update) were coordinated through joint project status meetings and ultimately through a meshing of plans that combined the area drainage needs with the needs to protect the highway from storm water flows.

From April 2001 to April 2002 an Initial DCR and a pre-draft EA were prepared. The focus of the DCR was establishing the need for an ultimate freeway and identification of alternative interim construction concepts. Two interim construction concepts emerged. Interim A concept would construct at-grade portions of the planned freeway to create a four-lane divided highway. Interim B concept would add additional pavement to the existing two-lane interim road to create a four-lane undivided highway that would eventually be completely replaced by new freeway construction. Design Concept Public Information Meetings were held on June 19 and November 6, 2001.

During the remainder of 2002, MCDOT and the city of Goodyear began the preparation of a first level DCR for SR LOOP 303 from MC 85 to Indian School Road. This DCR primarily focused on establishing the basic concept for the I-10 system interchange.

In March 2003, MCDOT revised the IDCRC prepared in April 2002 to include the I-10 and US 60 system

interchanges, to incorporate new growth and traffic forecasts prepared by Maricopa Association of Governments and to incorporate the system developed in the FCDMC Area Drainage Master Plan as the off-site drainage system for the highway. Several meetings were held with agency and property stakeholders in the area near the I-10 interchange. The earlier concepts developed were used as a starting point and six additional alternative configurations were identified and evaluated. One alternative was recommended, refined and included in the May 2004 Initial DCR and presented during the May 17 and May 19, 2004 public meetings.

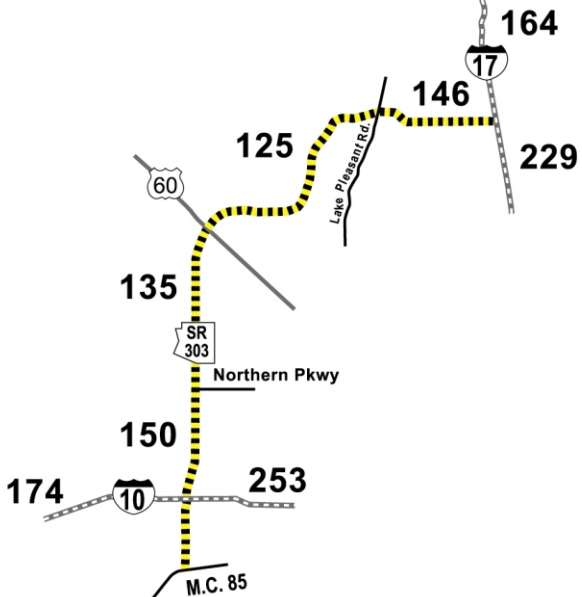
An earlier project recommended a partial cloverleaf interchange for the US 60/SR Loop 303 interchange. It is now evident that this interchange type would not meet the longer-term needs with the new growth and traffic forecasts. Alternatives were identified and evaluated and one was recommended for inclusion in the May 2004 IDCRC.

In 2002 and 2003, the city of Glendale initiated planning for a "super street" concept for Northern Avenue. A DCR was prepared that recommended an alignment midway between Northern and OliveAvenues for the interchange with SR 303L. Alternative interchange types were identified and evaluated and one was recommended and included in the May 2004 IDCRC. Additionally, MCDOT published a report in March 2004 that recommended several immediate actions and some longer-term actions addressing roadway safety.

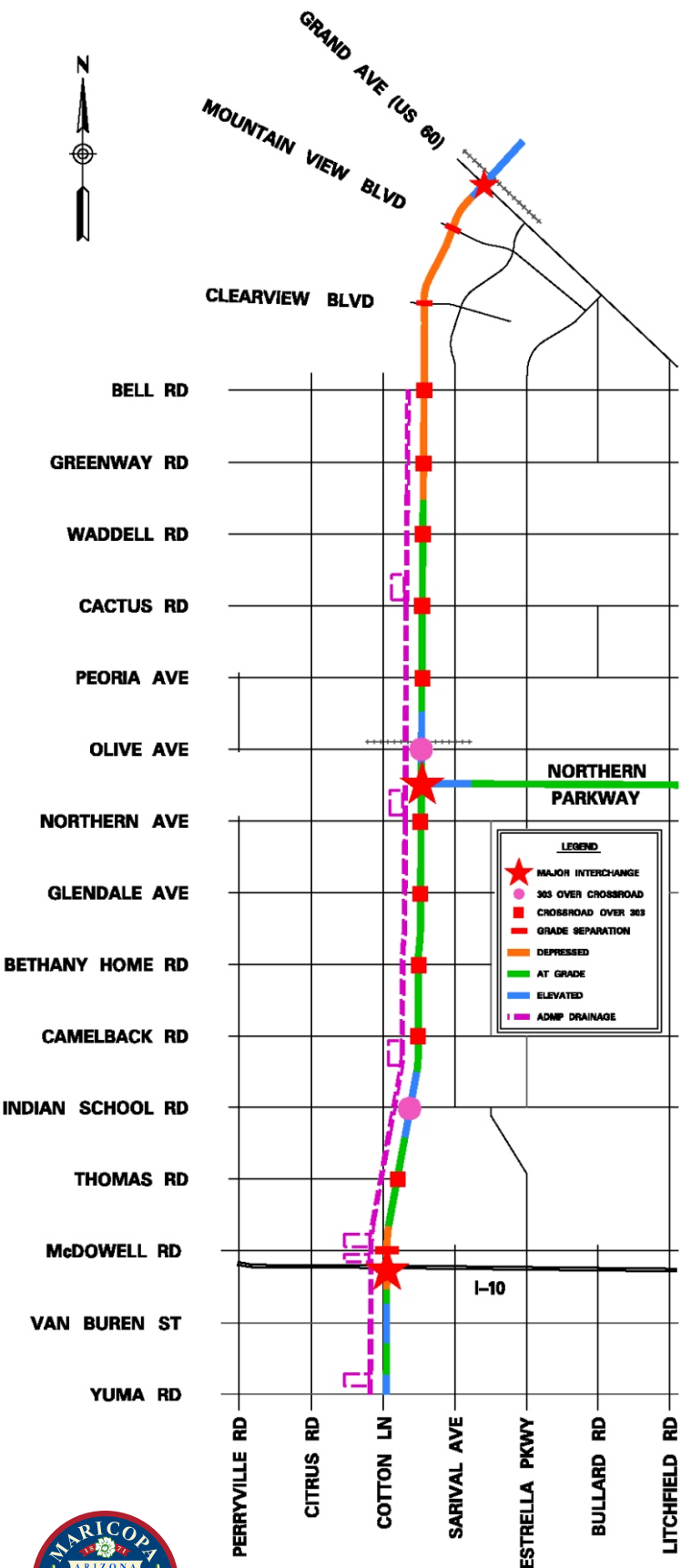
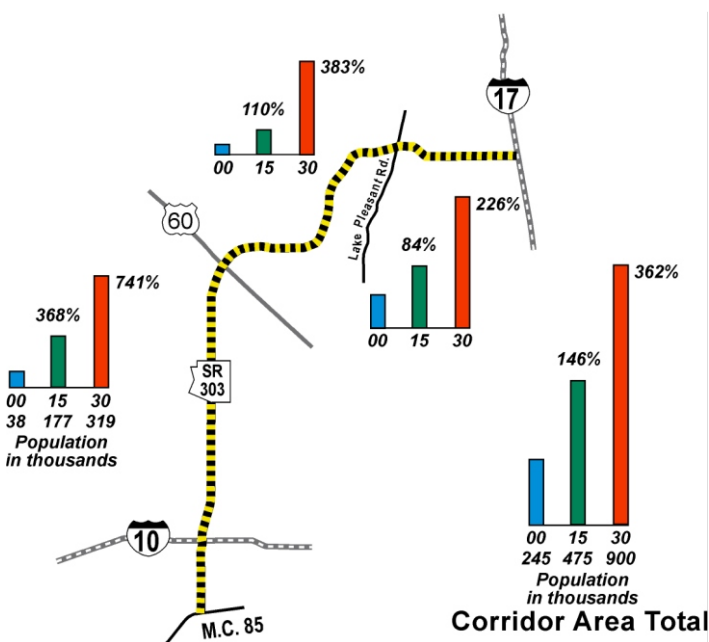
Future activities include holding public meetings in May 2004, publishing the May 2004 IDCRC for public review, preparation of right-of-way plans, development of a change of access report for the I-10 interchange, and completion of the Draft EA. The draft EA and draft DCR are expected to be available in the fall of 2004. A public hearing will be held at that time. Following the public hearing, the DCR and EA will be completed and submitted to the Federal Highway Administration for a "Finding of No Significant Impact" determination.

For more information on the SR Loop 303 DCR/EA, contact Sami Ayoub at (602) 506-4662 or write to Ayoub at: MCDOT, 2901 W. Durango Street, Phoenix,AZ 85009 or e-mail at: [samiayoub@mail.maricopa.gov](mailto:samiayoub@mail.maricopa.gov).

#### Year 2030 Forecasted Traffic Volume in Thousands



#### Growth Forecast

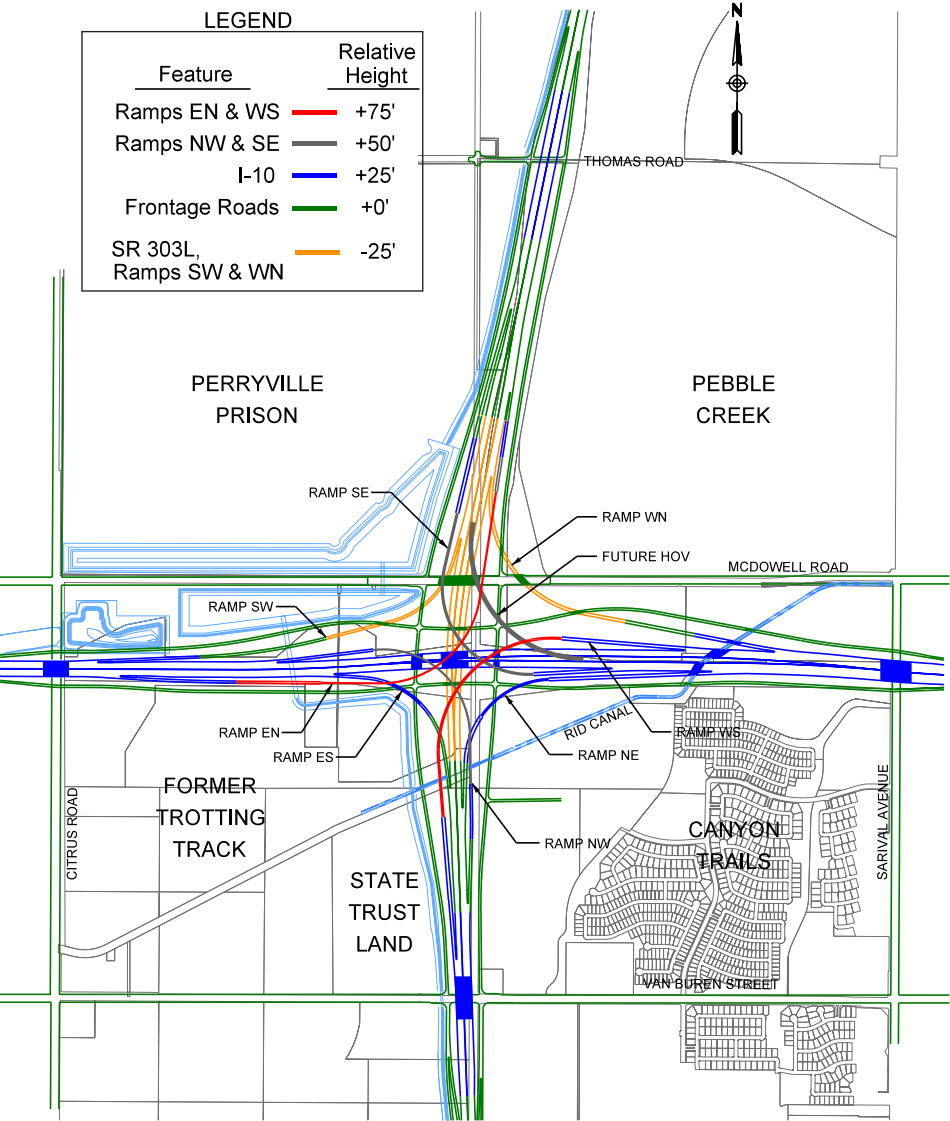


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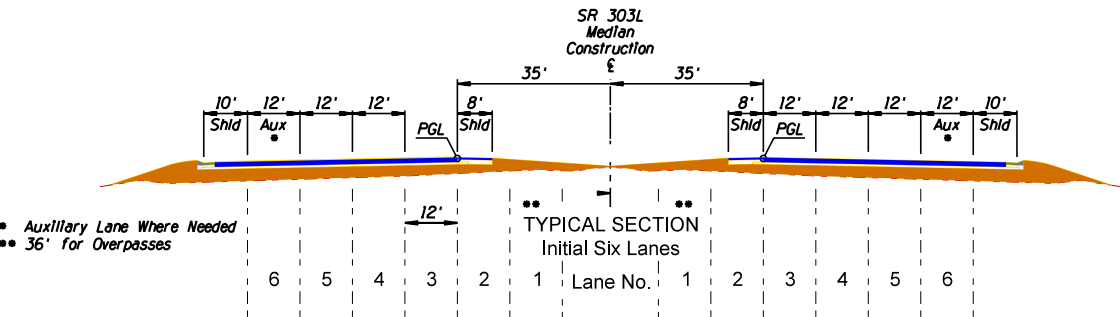
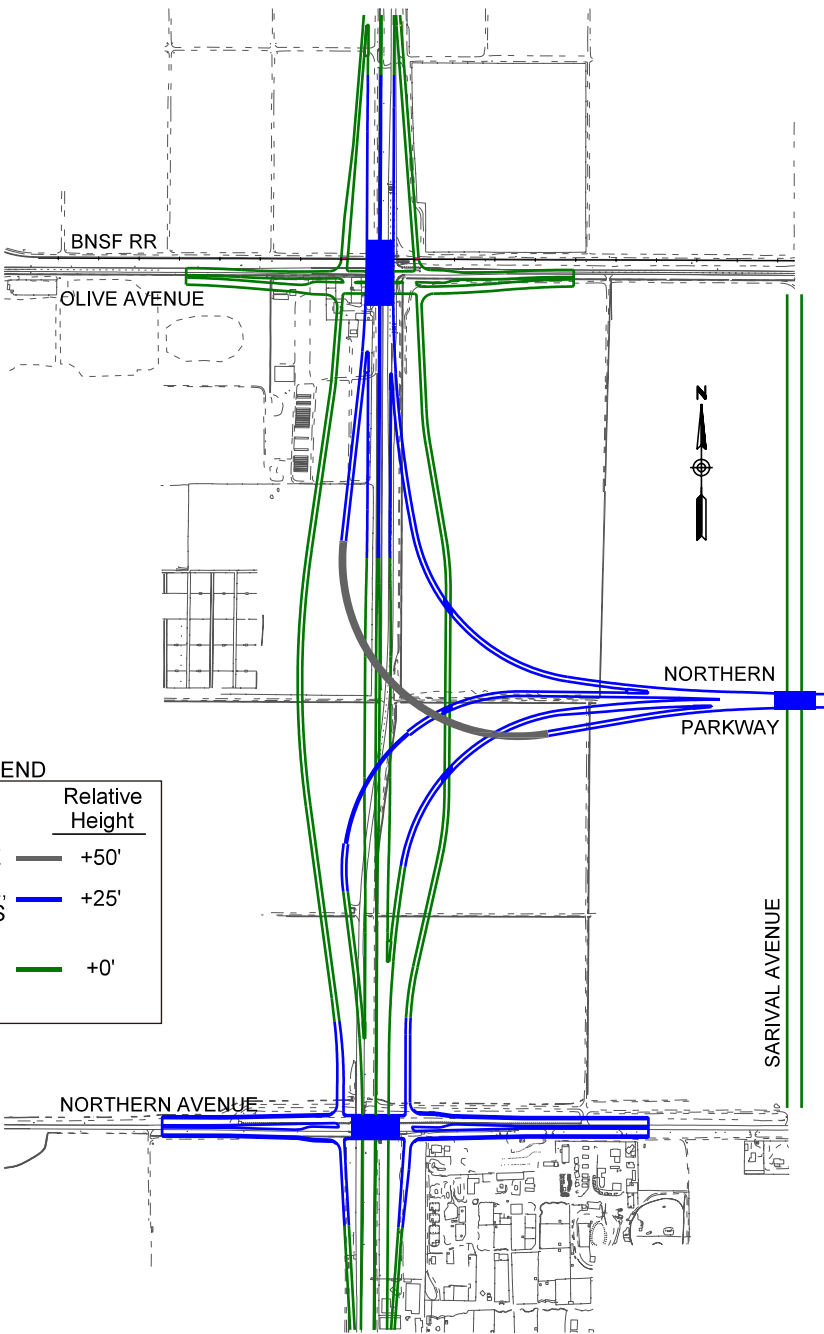




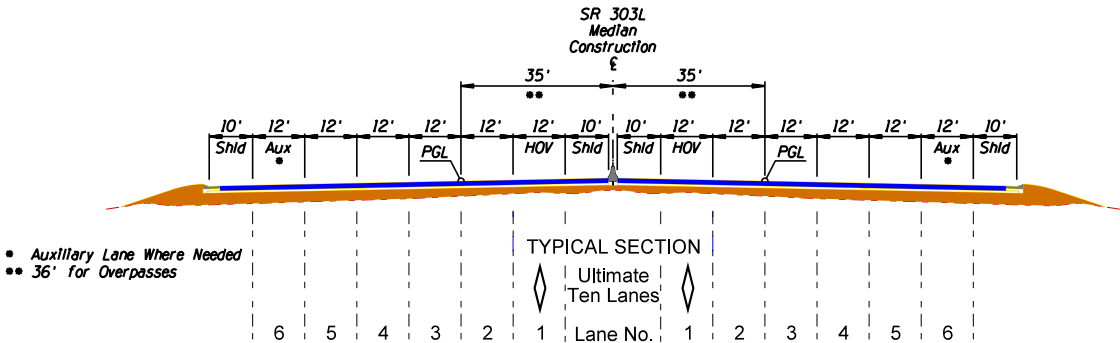
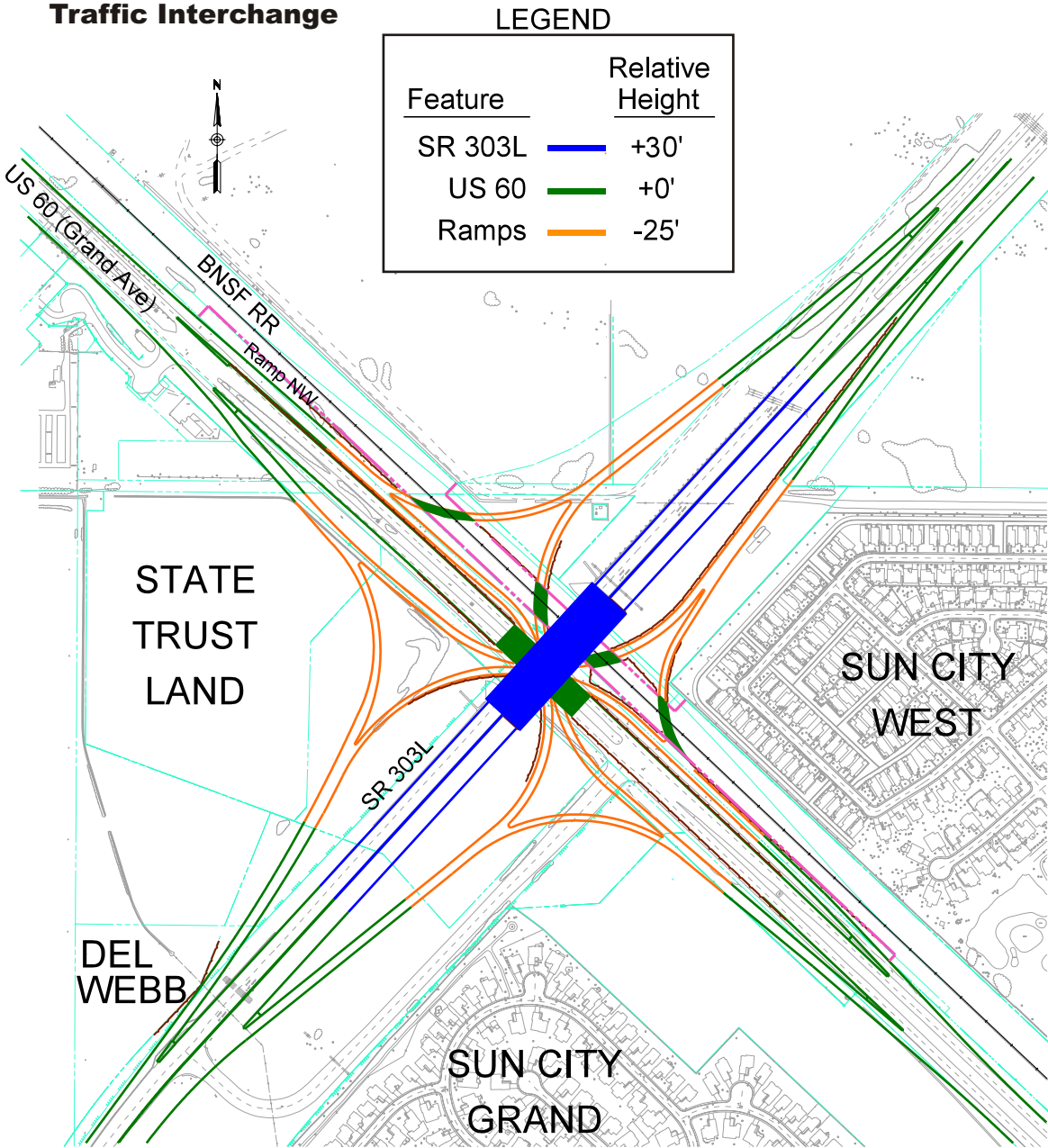
I-10/SR Loop 303  
Traffic Interchange



Northern Parkway/SR Loop 303  
Traffic Interchange



US 60/SR Loop 303  
Traffic Interchange







Project No. 23443107

***SR 303L DCR/EA  
I-10 to US 60  
WO #69016  
Contract No. CY 2001-36***

***Notes of Meeting***  
**ADC-Perryville Prison Coordination Meeting – November 18, 2003**

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**ATTENDEES:**

John Kohl	ADC	Greg Jones	FCDMC
Rick Davis	ASPC-PV	Avi Schmerer	URS
Denny Harkins	ADC-PV	Nasir Raza	URS
Mike Rank	ADOA Const Svcs	Elliot Silverston	URS
Bill Hahn	MCDOT		

**MEETING NOTES:**

URS presented an overview of the SR 303L DCR and the Loop 303 ADMP Update and showed the latest proposed drainage and roadway improvements near I-10/SR 303L and the Perryville prison. The roadway improvements showed ramps and frontage roads encroaching onto prison property and the drainage improvements showed a channel and basins on the prison property between the prison perimeter and McDowell Road. The channel is designed to convey a 100-year flow and runs parallel to SR 303L from Bell Road to the Gila River. The basin planned on prison grounds are designed to reduce the peak flows carried by the channel for conveyance under I-10. The basin is currently designed for a maximum depth of 15 feet. The basin can be either dirt- or grass-lined. The natural drainage patterns drain toward the south and, therefore, the basin was located south of the prison.

Prison officials commented that, in principle, the location of the basin is OK. The only stipulations on the basin construction are that there not be any sightline restrictions between the prison and the bottom of the basin, such as steep slopes or fences. FCDMC replied that the slopes would be 6:1 and that the basin did not have to be fenced. The prison officials are only concerned with the slopes adjacent to the prison be 6:1 and that no trees, shrubs or cacti be planted in the basin. The slopes on the far side could be steeper, as they do not present a sightline restriction. Also, the prison would prefer the basin be fenced along the adjacent roads so that the general public does not have access. The fence should not run between the prison and the basin.

A road runs along the outside of the entire prison perimeter. Prison officials want a minimum 20-foot buffer between the outside edge of the road and the top of the basin slopes.

The prison plans on expansion in the near future and plans to expanding their parking lot to the south. The prison requested that the portion of the basin that is adjacent to the existing parking lot and in the area of planned parking lot expansion be relocated to the east side of the prison. Greg Jones of FCDMC agreed to investigate.

The prison noted that gas and sewer lines are in conflict with the proposed basin and roadway and would have to be relocated. The sewer line crosses SR 303L at McDowell Road, and there is a bar grate building near the NW corner of McDowell Road and Cotton Lane that would have to be relocated. URS requested this information and will investigate.

Greg Jones stated that the basin could be multi-use for the prison and the FCDMC would turn over maintenance to the prison. FCDMC could have aesthetic funds available to share in the cost of construction of a multi-use facility. Both FCDMC and MCDOT stated that the drainage facilities would be constructed in concert with roadway construction.

The prison stated that the land is owned by ASLD and is leased by the prison. ASLD would have to be consulted.

The prison noted that during construction, secure practices would have to be implemented, such as secure vehicles and storage facilities.

Denny Harkins will be the main contact for the Perryville prison for coordination needed during this project.

The above represents our understanding of the discussions that occurred during the meeting. Any corrections, additions, or modifications should be provided to URS within ten days of the receipt of these notes.

cc: Attendees  
Project Team Members

## MEMORANDUM

**Date:** May 25, 2004

**To:** Roberta Crowe, MCDOT

**From:** Heather Honsberger

**Subject:** SR Loop 303 - I-10 to US 60  
Design Concept Report/Environmental Assessment  
Public Meetings

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### Question and Answer Session - Topics List

#### *Monday, May 17, 2004*

- What is a FONSI?
- Will Loop 303 have rubberized asphalt?
- Whose requirement is 64 dBA?
- Who would build Loop 303?
- Were land use issues addressed during the noise study?
- When will ADOT take over the roadway, according to your schedule, and is the southern limit included?
- What is MAG's role in funding, and do they tell ADOT where to locate the road?
- How much right-of-way does MCDOT already own?
- Explanation of phasing and funding
- Will the EA recommend any land use changes, concerns about property along the freeway?

#### *Wednesday, May 19, 2004*

- Are hazardous materials prohibited from traveling through below grade intersections?
- Are there state environmental laws that MCDOT must follow?
- When will the EA be available? Should this project complete an EIS?

- Air pollution concerns and the effects from an underground traffic light.
- Do not build 1-lane ramps at TIs
- Will there be technical problems with the proposed underground ramps at US 60 and Loop 303?
- Have you considered other alternatives?
- What are the cycle times for underground traffic interchanges?
- Is Loop 303 associated with the CANAMEX route?
- Do future traffic volumes include CANAMEX traffic?
- Concern about the expansion of Loop 303 and the proposed APS 230 kV transmission line. Concerns regarding right-of-way and the area north of Bell Road.
- How will 6 or 10 lanes fit north of Bell Road?
- Concern about area south of Clearview, overpass built for 4 lanes.
- Improve traffic along Bell Road
- Regional coordination concerns between the City of Surprise regarding traffic problems.
- How are the problems on Bell Road going to be addressed?

Client Project Name: Estrella Freeway SR 303

Client Project No.: [project number]

Meeting Date: 1/26/05

Location: URS Time: 2:00 pm  
Phoenix, AZ

Attendees:	Paul Bays	Luke AFB
	George Eversole	USACE
	Dave French	URS
	Simon Pratt	URS
	Marshall Riegel	URS

Distribution:

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### 1. Overview of Project

Dave French began the meeting providing an overview of the project, in particular the intersection of Camelback Road and SR 303. Information was shared with respect to the retention basins in the Northeast, Southeast and Southwest quadrants. The concern with respect to wildlife water fowl migration and habitat within the retention basins is not a concern as the retention basins are required to drain within 36 hours of filling. Gravity drainage is provided through piping and not infiltration. It was explained that this was a design criteria. It was agreed that wildlife waterfowl would not be a concern. The meeting yesterday 1-25-05 with ADOT and MCDOT was relayed to all. Consideration is underway evaluating the overpass and underpass roadway geometry layout. The impact to Luke AFB is negligible different for either layout. The considerations for either layout are vehicle height and roadway lighting height. It was explained that the maximum bridge height above existing elevations is expected to be no more than 25 feet to the top of barrier.

### 2. Concerns

The distance from the end of the Luke AFB runways to the Camelback structure was determined, by scaling from the 1997 Landiscor aerial photo, to be approximately 1.5 miles. This compared to approximately 5000 feet for the distance to the Litchfield roadway structure for Northern Super Street.

The minimum climb rate, as explained by Paul Bays, was 200 feet vertical for each nautical mile horizontal. Based upon this climb rate, it was concluded, by all present, that the structure height and luminaire height combined for a height of nearly 60 feet, far below

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Fax: 602.371.1615  
www.urscorp.com



the minimum height required to accommodate the minimum climb rate. Paul explained the Luke AFB guidelines for ascent rate are 50:1 from the end of the runway. Paul further explained how the flight path is computed in a trapezoid beginning 50-feet either side of the runway centerline and projecting outward at a 15° angle from the end of the runway.

3. Other concerns noted

The mast lighting was discussed. It was suggested that consideration be given to using some form of alternate lighting, which would preclude the use of the mast lighting.

In addition, consideration should be given with respect to the potential for electromagnetic frequency interference from deploy roadway features such as large volumes of steel structures being used, placement of any devices that may create any EMF interference, and any potential impacts to any deployed NAVAIDS of Luke AFB.

4. Considerations for design and reports

URS is to include diagrams showing roadway feature heights and flight paths.

URS is to include language in its reports to address or recommending final design address the EMF interference, alternative roadway lighting scenarios, effects of large volumes of steel on any Luke AFB NavAids.

Please Note: These notes summarize the directives, conclusions and assignments of the above referenced meeting. Please review these notes and notify URS Inc. in writing with any revisions or amendments. If URS, Inc. does not receive any correspondence addressing adjustments within seven (7) days; these notes will stand as the accurate record of the meeting.